

VLR-4/17/91

NRHP-7/3/91

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

## 1. Name of Property

historic name Dinwiddie County Pullman Car

other names/site number DHR file 20-23

## 2. Location

street &amp; number Hallsboro Yard, County Line Road

☐ not for publication

city, town Midlothian

☒ vicinity

state Virginia

code VA

county Chesterfield

code 041

zip code 23112

## 3. Classification

## Ownership of Property

- ☒ private  
☐ public-local  
☐ public-State  
☐ public-Federal

## Category of Property

- ☐ building(s)  
☐ district  
☐ site  
☐ structure  
☐ object

## Number of Resources within Property

## Contributing

---

---

1

---

1

## Noncontributing

---

buildings

---

sites

---

structures

---

objects

0

Total

Name of related multiple property listing:  
n/aNumber of contributing resources previously  
listed in the National Register 0

## 4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of certifying official

Director, Virginia Department of Historic Resources

Date

April 29, 1991

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

## 5. National Park Service Certification

I, hereby, certify that this property is:

- ☐ entered in the National Register.  
☐ See continuation sheet.  
☐ determined eligible for the National Register. ☐ See continuation sheet.  
☐ determined not eligible for the National Register.  
☐ removed from the National Register.  
☐ other, (explain):

Signature of the Keeper

Date of Action

**6. Function or Use**

Historic Functions (enter categories from instructions)

Transportation: rail-related  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Current Functions (enter categories from instructions)

Transportation: rail-related  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**7. Description**

Architectural Classification

(enter categories from instructions)

No style  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Materials (enter categories from instructions)

foundation n/a  
walls steel  
roof steel  
other  
\_\_\_\_\_  
\_\_\_\_\_

Describe present and historic physical appearance.

## 8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☒ nationally ☐ statewide ☐ locally

Applicable National Register Criteria ☒ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)

Transportation

ENGINEERING

Period of Significance

1926-1940

Significant Dates

n/a

Cultural Affiliation

n/a

Significant Person

n/a

Architect/Builder

The Pullman Company

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

☒ See continuation sheet

## 9. Major Bibliographical References

### Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # \_\_\_\_\_
- ☐ recorded by Historic American Engineering Record # \_\_\_\_\_

☒ See continuation sheet

### Primary location of additional data:

- ☒ State historic preservation office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

### Specify repository:

VA Dept. of Historic Resources  
221 Governor St., Richmond, VA 23219

## 10. Geographical Data

Acres of property Less than one acre

### UTM References

A 

1	8	2	5	3	0	6	0
---	---	---	---	---	---	---	---

4	1	5	1	7	8	0
---	---	---	---	---	---	---

Zone Easting Northing

C 

--	--	--	--	--	--	--	--

--	--	--	--	--	--	--	--

B 

--	--	--	--	--	--	--	--

--	--	--	--	--	--	--	--

--	--	--	--	--	--	--	--

Zone Easting Northing

D 

--	--	--	--	--	--	--	--

--	--	--	--	--	--	--	--

--	--	--	--	--	--	--	--

☐ See continuation sheet

### Verbal Boundary Description

All of the area included within the overall dimensions of the car, including trucks, couplers, and appliances.

☐ See continuation sheet

### Boundary Justification

The boundary includes the car and the mechanical devices and appliances necessary for its operation.

☐ See continuation sheet

## 11. Form Prepared By

name/title Joseph S. White III

organization Old Dominion Chap., N.R.H.S. date April 26, 1991

street & number 34 Milhaven Ct. telephone 804-786-3143

city or town Richmond state VA zip code 23233

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 7 Page 2

system the journal box, in which the axle sits, is packed with pads soaked in oil. The car is fitted with Type E couplers.

Westinghouse UCB passenger-type air brake equipment was installed on the car. The brake shoes are of the composition type. Air brake equipment is identified by letters which refer to the components of the system. As with all passenger-type air brakes the UCB equipment has a pressure maintaining feature. This feature keeps the brake pipe pressure constant once a service reduction--an application of the brakes to slow or stop the train--has been made. Without this feature air pressure would continue to leak off after the initial reduction causing an increasingly stronger, and potentially undesirable and dangerous, over-application of the brakes. The air brake equipment has been modified many times over the life of the car to keep it in compliance with Federal Railway Administration regulations. The car is fitted with a hand brake located in the vestibule of the B, or leading, end. Each vestibule is also fitted with a conductor's valve, for emergency application of the brakes, and an air signalling appliance by which the conductor can communicate with the locomotive cab.

The exterior car body of the Dinwiddie County is painted Pullman green. The name Pullman was painted above the windows on both sides of the car. At the time of the car's sale in 1965 the name Old Dominion Chapter was painted over the name Pullman. Before the installation of mechanical air-conditioning the windows of the car could be raised and lowered by passengers. After the air-conditioning was installed the windows were fixed in the closed position. The interior is painted in the standard light shade of Pullman green and cream colors. The seats of the ten open sections are covered in Pullman green fabric. The furniture and furnishings in the observation lounge are original to the car and were manufactured in the Pullman shops in Chicago. They are of a style commonly referred to as Railroad or Pullman Deco.

The men's and women's washrooms are fitted with standard Pullman sofas and frosted, etched glass windows. The sinks and toilet fixtures are porcelain and nickel. Water for drinking and washing is provided from tanks located beneath the floor of the car. Heat for hot water is provided through the train steam line, this is the same line that provided heat for the car. As was the American practice until the late 1980s, waste water from the washrooms was dumped directly onto the roadbed.

As built, the car received electrical power through a belt-driven generator mounted on the A, or trailing, end truck. This produced electricity to run the fans and lights when the train was in motion. To provide power when the train was stopped, wet-cell Edison batteries were

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7 Page 1

---

### Summary

The Dinwiddie County, built in 1926 as the Mount Angeles by the Pullman Company, is a heavyweight, all-steel sleeping car with ten sections and one observation lounge. The car was the first of a lot of thirty that were built by Pullman between October and December 1926.

### Description

The Dinwiddie County is a heavyweight, all-steel sleeping car with ten sections and one observation lounge (known as a ten-and-one design). The standard Pullman sleeping car was of the twelve-and-one design. The standard car had a dozen pairs of facing seats that were made into lower berths. The upper berth folded down from the ceiling and the wall. This arrangement yielded a dozen upper and lower berths. There also was a drawing room for the traveler who wanted more privacy and could pay for it. The Dinwiddie County has only ten open sections and instead of a drawing room it has an observation lounge.

The car was built at the Pullman Company's works in Chicago, Illinois, and was completed on 30 October 1926. The car was the first of this design produced by Pullman. The Dinwiddie County measures 84 feet 1/4 inches between draw bar faces, which are the extreme end of the car, and stands 14 feet 11/16 inches from the top of the rail to the top of the roof. The body is 10 feet 1 inch wide and the car weighs 172,400 pounds. It has a celestory roof that provided ventilation to the car through a series of vents and fans. The roof was modified, with the addition of an enclosure over the middle section, by the Pullman Company in 1937 for the addition of mechanical air-conditioning.

As originally built the Dinwiddie County did not have a vestibule or platform on the observation lounge end. The car was thus a blunt-end car and could only be operate as the last car in the train. During the 1930s the Pullman Company fitted a platform, vestibule, diaphragm, and buffer plate to the car to allow it to be operated at any position in the train.

The trucks, upon which the car rides, are of the triple axle, swing-hanger design. The wheel sets were originally the waste-and-journal type. This method had a brass bearing resting atop the axle and lubricated by oil-saturated wool waste enclosed in a hinged-lid journal box on the side frame of the truck. As car weights and train speeds increased this method of lubrication lead to problems with journal overheating and cars being placed out of service. To solve this problem railroads started to replace waste journals on both passenger and freight cars with roller bearing journals beginning after World War II. The Dinwiddie County's were replaced in 1970 with a transitional journal system known as lubricator pads. With this

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number 7 Page 3

---

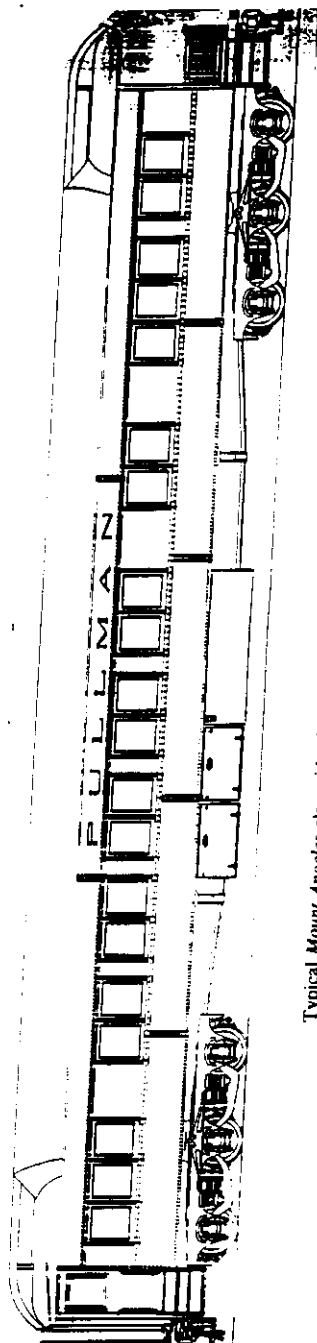
located under the car body. All passenger cars in the United States, both sleepers and day coaches, used 32-volt DC power. This changed in 1971 when the National Rail Passenger Corporation (Amtrak) started to equip its locomotives and car fleets with 440-volt AC electrical service, known as hotel power or head-end power. The Dinwiddie County still has her Edison batteries and car body mounted generator.

United States Department of the Interior  
National Park Service

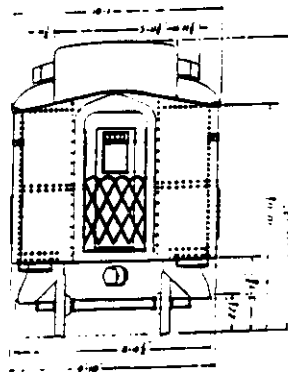
National Register of Historic Places  
Continuation Sheet

Section number 7 Page 4

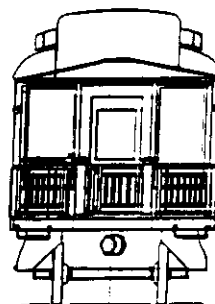
ELEVATIONS:



Typical Mount Angeles class side elevation (showing celerestory filled in)



Standard Pullman vestibule end



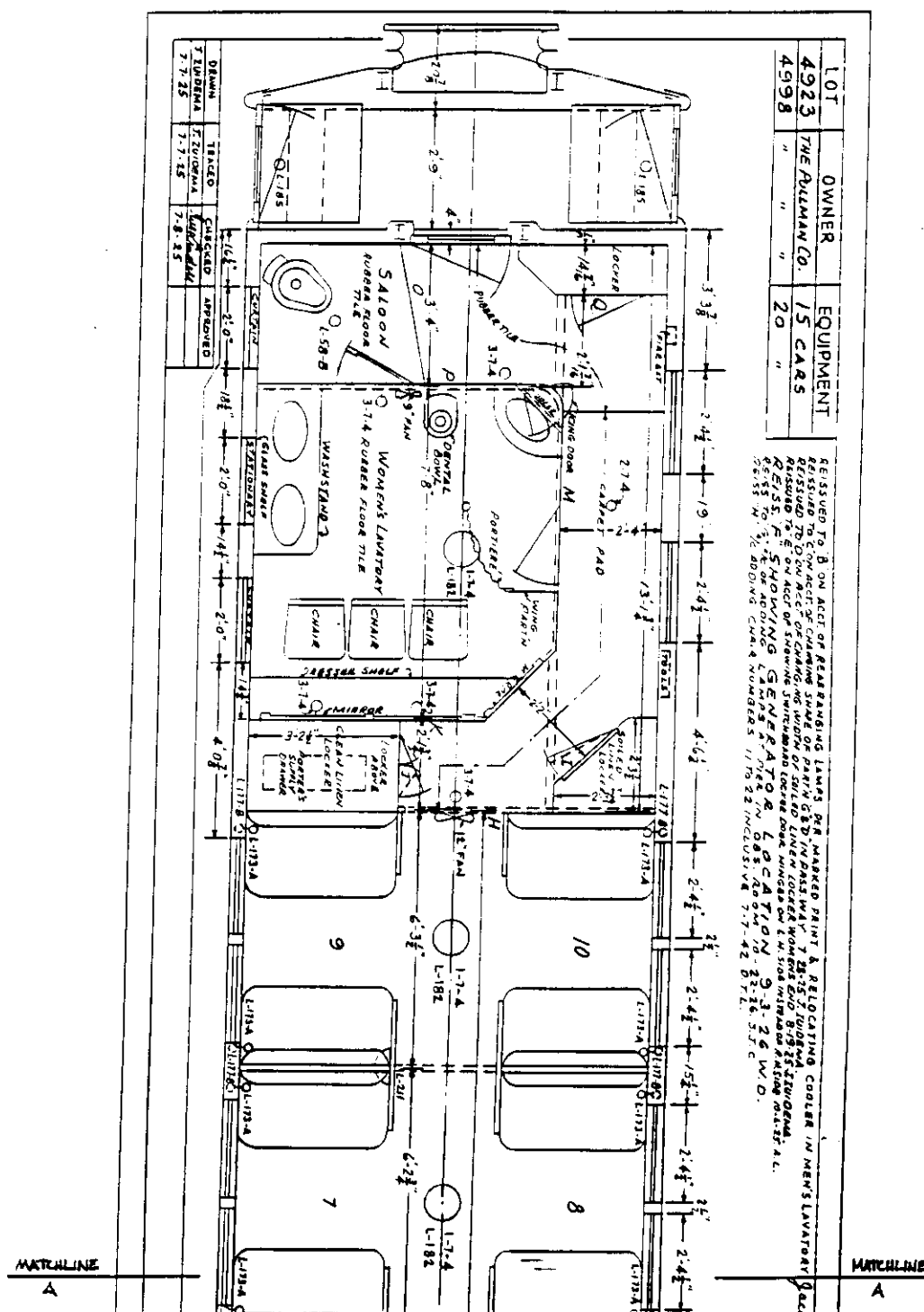
Standard open platform end



# National Register of Historic Places Continuation Sheet

Section number 7 Page 5

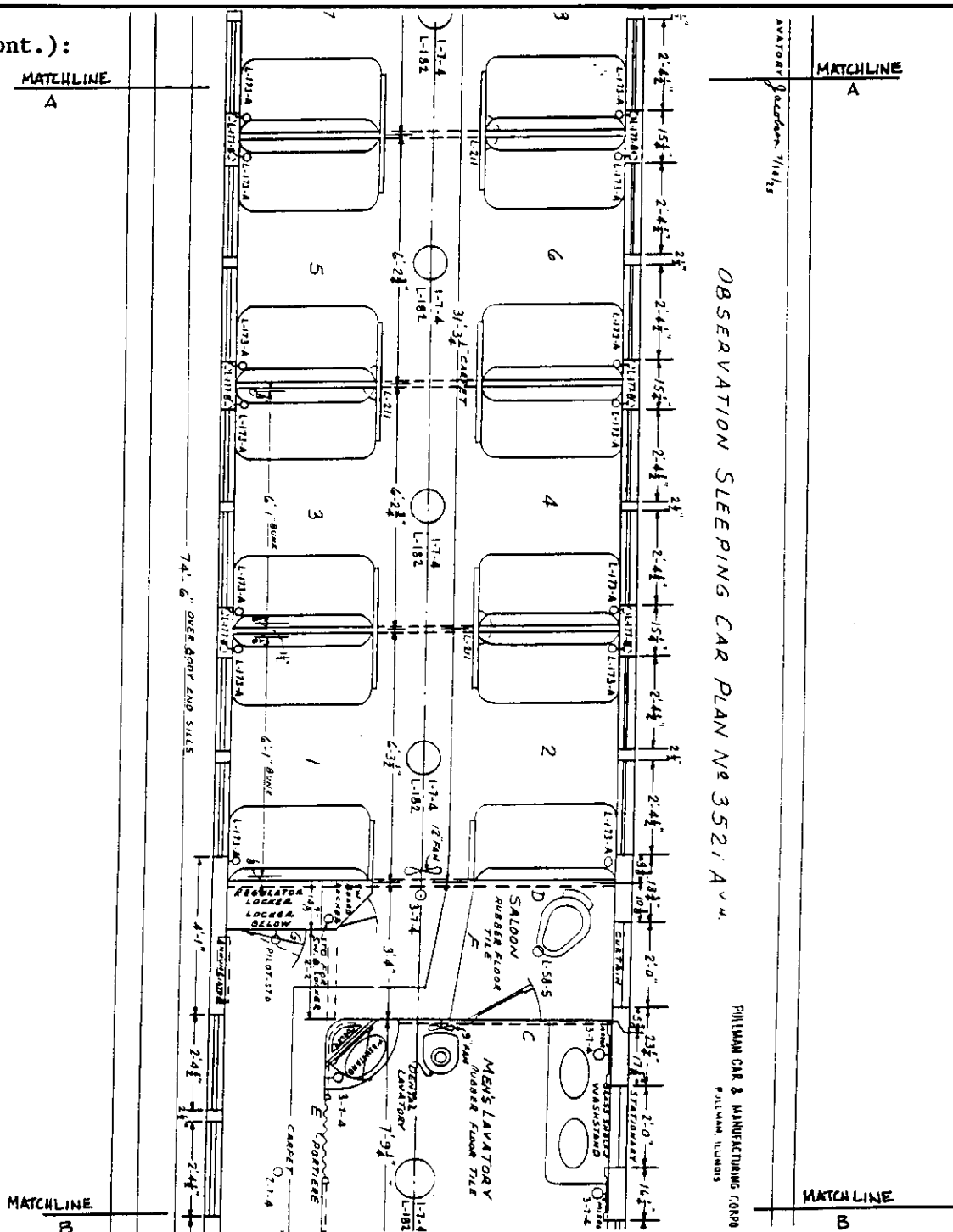
**FLOOR PLAN:**



# National Register of Historic Places Continuation Sheet

Section number 7 Page 6

MATCHLINE  
A



Architectural floor plan of the 45-B-41 Tracing No. 1 Issue, showing the layout of the observation room, men's lavatory, and other facilities. The plan includes dimensions, room labels, and a match line B.

**Room Labels and Dimensions:**

- Men's Lavatory:** 7'-9" x 1'-7" (L-181)
- Central Lavatory:** 7'-9" x 1'-7" (L-181)
- Carpet:** 2'-7" x 4'
- Portiere:** 3'-7" x 4'
- Observation Room:** 13'-7" x 2'-6" (L-182)
- Generator:** 2'-0" x 2'-4"
- Desk:** 2'-6" x 2'-4"
- Chair:** 2'-6" x 2'-4"
- Flush Rescpt in Part'n:** 2'-6" x 2'-4"
- Low Party:** 2'-6" x 2'-4"
- Seating Area:** 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22
- Match Line B:** 2'-4" x 2'-4"
- 8'-0" on Track:** 8'-0" on Track

**Tracing Information:**

45-B-41 TRACING NO. 1  
H ISSUE

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number 8 Page 1

---

**Statement of Significance**

The Dinwiddie County, built in 1926 as the Mount Angeles by the Pullman Company, is an excellent example of a heavyweight, all-steel sleeping car. Built with ten sections and one observation lounge, the car is typical of the railroad passenger sleeping cars that once criss-crossed the nation from the 1920s to the 1950s. Of the thirty cars built to this plan only two are known to be extant. The twelve section one drawing room car, which was the standard car of the Pullman fleet, had over five thousand built during the Company's life. The Dinwiddie County possesses a high level of integrity and has national significance in the area of architecture.

**Historical Background**

Before the advent of subsidized highways and air transportation, if a businessman or tourist wanted to travel between cities he went by rail. If he wanted to travel in comfort and luxury he travelled in a Pullman car.<sup>1</sup> The Pullman Company was founded by George M. Pullman in 1868. When it took over its last competitor, the Wagner Palace Car Company, in 1899, the Pullman Company, located in Chicago, Illinois, had a monopoly on sleeping car operations in the United States.<sup>2</sup>

At the height of its operation fifty thousand people a night traveled on the Pullman system. In 1930 it operated 9,801 cars that covered 133,800 route miles and earned the Pullman Company a profit of \$7,404,000.<sup>3</sup> Pullman was such a large part of American life that for many people a sleeping car was simply a Pullman and the name quickly passed into the language.<sup>4</sup>

The Pullman Company operated a unique enterprise: it leased its cars to the railroads instead of selling them. The railroads hauled the cars and performed routine maintenance on them. Pullman did everything else. The company supplied its own porters, conductors, linen, blankets, tableware, food, and so on. The company was in effect the largest hotel proprietor in the United States. The major difference between Pullman's operation and a conventional hotel was that Pullman's guests went to sleep in one town and awoke in another.

In 1940 the United States Justice Department sued the Pullman Company for violating both the Sherman and Clayton anti-trust acts and charged the company with operating a monopoly and other unfair trade practices. When judgment was finally rendered against the company in 1947 Pullman chose to sell its operating division to a group of fifty-seven railroads. Pullman continued to provide the crews and supplies for the cars, but no longer owned them. On 1 January 1969, after posting losses of \$22,000,000 in 1968, Pullman announced that it would no longer operate sleeping cars.<sup>5</sup> As part of Pullman's fleet reduction program to try

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 8 Page 2

---

and curb losses many cars were sold. The Dinwiddie County was sold to the Old Dominion Chapter, National Railway Historical Society, in 1965.

When it was completed in October 1926, the car was named the Mount Angeles. All thirty of the cars in this lot carried the names of mountains, for example the Mount Broderick and the Mount Wood. In June 1934 Pullman changed the name of the car to Dinwiddie and again in April 1937 the name was changed to Dinwiddie County, which name it retains to this day. These name changes represent the car's transfer to service on the Norfolk and Western Railway's trains operating to and from Virginia.

The Dinwiddie County differs from the standard Pullman sleeping car in that it has ten open sections and an observation lounge as opposed to the standard twelve open sections and one drawing room. The car was designed to run as the last car in a train, taking the place of the open-platform observation car. The car was designed to allow passengers to have a large area for observing the passing scenery without exposing them the elements as was necessary with the open-platform cars. The standard twelve-and-one car did not provide a place for passengers to move about in the same way that the observation lounge did. Of the almost 10,000 cars operated by the Pullman Company only the thirty of this design were ever built. Physical evidence on the underside of the car suggests that this car may have started out as an observation platform car. The area of the vestibule on the lounge end shows signs of welding that are consistent with the addition of an enclosure for that end. In the absence of documentation in existing Pullman Company records it is believed that the lounge end of the car was closed off so that a diaphragm and buffer plate could be added. These devices are necessary so that passengers and crew can move from one car to another. Until the addition of the diaphragm and buffer plate the Dinwiddie County could only run as the last car in a train, thus severely limiting its use. Of the thirty cars built to this plan only the Dinwiddie County and one other car are known to exist.<sup>6</sup> It is not known why Pullman chose to build cars of this particular design. They accommodated fewer revenue passengers than the twelve-and-one car and did not make up for the loss of revenue by having a bar. In a highly regulated industry, which the railroads were during the car's operational life, to give up revenue space without some sort of compensation was highly unusual. It is believed that only thirty cars were built because they were seen as not being as productive of revenue to the Pullman Company as the standard twelve-and-one car.

The car was built as a fleet car, that is, it was to operate anywhere within the Pullman system. In June 1950 the car was repainted in Norfolk and Western Railroad colors and assigned to exclusive use on the N&W's routes.<sup>7</sup>

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number 8 Page 3

---

With the exceptions of the addition of mechanical air-conditioning and the observation end platform and vestibule, the car remained unchanged, and does to this day, from when it was placed in service. That she has done so after accumulating uncounted thousands of miles and severing thousands of patrons is a testament to both the durability of the car and the skill of her builders.

The Dinwiddie County has national significance in the area of transportation as an excellent example of the only method of inter-city travel in the United States for many years. It is one of two known survivors of its type and plan. It retains its original furnishings and appointments and evokes a way of travel and life that is no longer.

Joseph S. White III

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section number 8 Page 4

---

**ENDNOTES**

1. Maiken, Peter T. *Night Trains: The Pullman Company System in the Golden Years of American Rail Travel* (Chicago: Lakme Press, 1989), p. 8.

2. *ibid.*

3. White, John H., Jr. *The American Railroad Passenger Car* (Baltimore: Johns Hopkins University Press, 1978), p. 246.

4. *Ibid.*, p. 245.

5. Maiken, *Night Trains*, pp. 10-11. White, *The American Railroad Passenger Car*, p. 246.

6. Stith, Jack. Memo to Mechanical Committee, Old Dominion Chapter, National Railway Historical Society, 19 March 1986. On file Archives, O.D.C. N.R.H.S.

7. Pullman Company Records. Newberry Library. Chicago, Ill.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 9 Page 1

---

### Major Bibliographical References

Barger, Ralph L. *A Century of Pullman Cars*. Sykesville, Md.: Greenburg Publishing Co., 1988.

*The Complete Roster of Heavyweight Pullman Cars*. New York: Wayner Publications, 1985.

Maiken, Peter T. *Night Trains: The Pullman System in the Golden Age of American Rail Travel*. Chicago: Lakme Press, 1988.

Pullman Company Records. Newberry Library. Chicago, Illinois.

*The Railroad: What It Is, What It Does*. 2d ed. St. Louis: Simmons-Boardman Publishing, 1982.

White, John H., Jr. *The American Railroad Passenger Car*. Baltimore: Johns Hopkins University Press, 1978.



**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number Photo Page 1

---

**PHOTOGRAPHS**

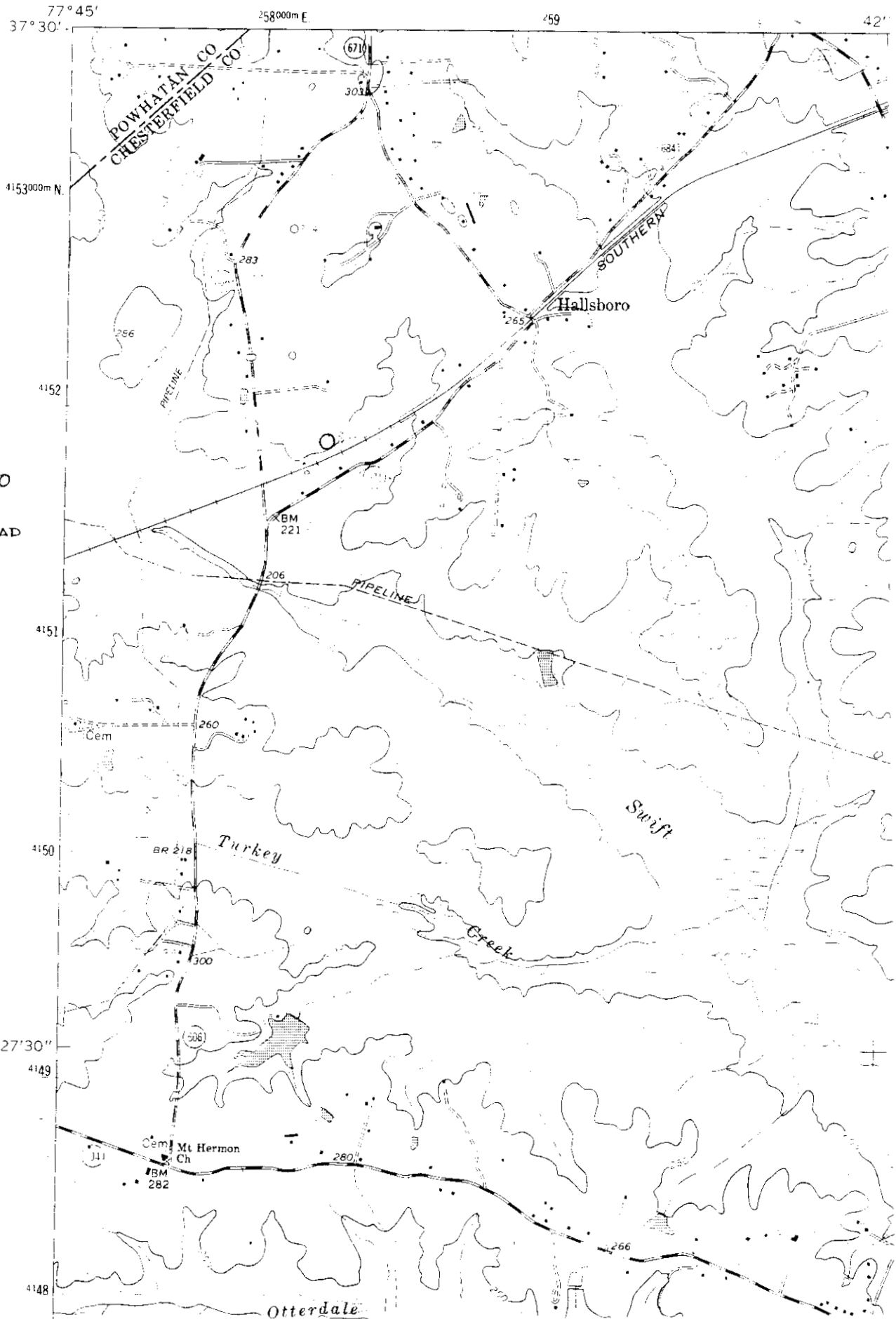
All photographs are of:

DINWIDDIE COUNTY PULLMAN CAR  
Midlothian vic., Chesterfield County, Va.  
DHR File 20-23, Neg. No. 10995

1. CREDIT: Joseph S. White III  
DATE: February 1991  
NEGATIVE FILED: Va. State Library & Archives  
VIEW OF: Side elevation  
PHOTO: 1 of 5
2. CREDIT: Joseph S. White III  
DATE: February 1991  
NEGATIVE FILED: Va. State Library & Archives  
VIEW OF: A-end vestibule  
PHOTO: 2 of 5
3. CREDIT: Joseph S. White III  
DATE: February 1991  
NEGATIVE FILED: Va. State Library & Archives  
VIEW OF: B-end vestibule  
PHOTO: 3 of 5
4. CREDIT: Joseph S. White III  
DATE: February 1991  
NEGATIVE FILED: Va. State Library & Archives  
VIEW OF: Interior open-section  
PHOTO: 4 of 5
5. CREDIT: Joseph S. White III  
DATE: February 1991  
NEGATIVE FILED: Va. State Library & Archives  
VIEW OF: Interior lounge section  
PHOTO: 5 of 5

5440 III SE  
(FINE CREEK WILLS)

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY



Dinwiddie County  
Pullman Co.  
18/258060/4151780

HALLSBORO, VA QUAD